

**Maryland Historical Trust**

Maryland Inventory of Historic Properties number: PG: 74B-1 CAA-ESL

Name: Green's Budget Rd. over Foley and River

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

**MARYLAND HISTORICAL TRUST**

Eligibility Recommended   X   Eligibility Not Recommended           

Criteria:   A     B   ~~C~~   D   Considerations:   A     B     C     D     E     F     G   None

Comments: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Reviewer, OPS: Anne E. Bruder Date:   3   April 2001       

Reviewer, NR Program: Peter E. Kurtze Date:   3   April 2001       

Amis

MARYLAND INVENTORY OF HISTORIC BRIDGES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION/  
MARYLAND HISTORICAL TRUST

MHT No. PG 74B-1 & AA-851

SHA Bridge No. P-599 Bridge name Governor's Bridge Road over Patuxent River or Governor's Bridge

**LOCATION:**

Street/Road name and number [facility carried] Governor's Bridge Road

City/town Bowie Vicinity X

County Prince George's

This bridge projects over: Road \_\_\_\_\_ Railway \_\_\_\_\_ Water X Land \_\_\_\_\_

Ownership: State \_\_\_\_\_ County X Municipal \_\_\_\_\_ Other \_\_\_\_\_

**HISTORIC STATUS:**

Is bridge located within a designated historic district? Yes \_\_\_\_\_ No X

National Register-listed district \_\_\_\_\_ National Register-determined-eligible district \_\_\_\_\_

Locally-designated district \_\_\_\_\_ Other \_\_\_\_\_

Name of district \_\_\_\_\_

**BRIDGE TYPE:**

Timber Bridge \_\_\_\_\_:

Beam Bridge \_\_\_\_\_ Truss -Covered \_\_\_\_\_ Trestle \_\_\_\_\_ Timber-And-Concrete \_\_\_\_\_

Stone Arch Bridge \_\_\_\_\_

Metal Truss Bridge X

Movable Bridge \_\_\_\_\_:

Swing \_\_\_\_\_ Bascule Single Leaf \_\_\_\_\_ Bascule Multiple Leaf \_\_\_\_\_

Vertical Lift \_\_\_\_\_ Retractable \_\_\_\_\_ Pontoon \_\_\_\_\_

Metal Girder \_\_\_\_\_:

Rolled Girder \_\_\_\_\_ Rolled Girder Concrete Encased \_\_\_\_\_

Plate Girder \_\_\_\_\_ Plate Girder Concrete Encased \_\_\_\_\_

Metal Suspension \_\_\_\_\_

Metal Arch \_\_\_\_\_

Metal Cantilever \_\_\_\_\_

Concrete \_\_\_\_\_:

Concrete Arch \_\_\_\_\_ Concrete Slab \_\_\_\_\_ Concrete Beam \_\_\_\_\_ Rigid Frame \_\_\_\_\_

Other \_\_\_\_\_ Type Name \_\_\_\_\_

**DESCRIPTION:****Describe Setting:**

Bridge P-599 is designed to carry one lane of traffic on Governor's Bridge Road over the Patuxent River, connecting Prince George's County and Anne Arundel County. Governor's Bridge Road runs in a generally west-east direction at this location and the Patuxent River flows north to south. The bridge is situated just south of Bowie in Prince George's County, Maryland.

The site of the bridge has been used as a crossing since the mid-eighteenth century. The name is believed to date from that period, when Governor Ogle utilized a predecessor bridge to travel from his Belair estate across the Patuxent to Annapolis. It is not known how many bridges have spanned the Patuxent at this point.

One is known to have been in place in 1878, according to G.M. Hopkins' *Atlas of Prince George's County* of that year.

**Describe Superstructure and Substructure:**

This structure a single-span, steel, Pratt through-truss bridge measuring 115' in length with 13'-7" in clear roadway width. Each of its six panels measures 19'-2". The top chords, bottom chords, and end posts are back to back channels with top cover plates. The first and last vertical members are angle shaped. All of the other vertical members are I-shaped. All diagonal members are angle shapes. The bearings of the bridge at the east end are secured with pinned connections. The trusses on each side have a steel lattice safety railing. The bridge is set upon a substructure of coursed stone and concrete abutments.

**Discuss Major Alterations:**

The original timber deck has been replaced by an open grate steel deck. When the bridge was surveyed in 1995, it was closed to traffic. However, it has since been re-opened, although no significant alterations are evident.

**HISTORY:**

**WHEN was bridge built (actual date or date range)** c.1907-1912

**This date is:** Actual \_\_\_\_\_ Estimated X

**Source of date:** Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form \_\_\_\_\_

**Other (specify)** Survey forms on file at the Maryland Historical Trust give a date range for construction of about 1907 to 1912

**WHY was bridge built?** To provide a reliable crossing of Governor's Bridge Road over the Patuxent River, to meet local and regional transportation needs. Prior to the establishment of MD 50 early in the century, this was a major route to Annapolis.

**WHO was the designer** \_\_\_\_\_

**WHO was the builder** \_\_\_\_\_

**WHY was bridge altered?** [check N/A X if not applicable]

**Was bridge built as part of organized bridge-building campaign?** Yes \_\_\_\_\_ No X

**SURVEYOR/HISTORIAN ANALYSIS:**

This bridge may have National Register significance for its association with:

A - Events X B- Person \_\_\_\_\_

C- Engineering/architectural character X

Was bridge constructed in response to significant events in Maryland or local history? No \_\_\_ Yes X

If yes, what event?

This bridge was one of a large number of metal truss bridges erected in Maryland in the late nineteenth and early twentieth centuries. These bridges, which were stronger and more reliable than the majority of their predecessors, were part of a major advance in bridge technology in Maryland and throughout the nation in the third quarter of the nineteenth century.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area? No \_\_\_\_\_ Yes X

Because of their solidity, metal truss bridges such as the Governor's Bridge Road bridge provided reliable crossings, largely free from the dangers of floods and other disasters that regularly destroyed many of their predecessors. By assuring travelers that Governor's Bridge Road could be safely and reliably passed throughout the year, this bridge promoted small-scale residential, commercial, agricultural, and industrial development along the road and other thoroughfares that fed into it. It also facilitated traffic to and from the capital to Prince George's County. Though their impacts were generally localized, bridges such as this, taken *en masse*, were an important factor in the development of rural areas throughout the state.

Is the bridge located in an area which may be eligible for historic designation? No X Yes \_\_\_\_\_

Would the bridge add to \_\_\_ or detract from \_\_\_ historic & visual character of the possible district?

Is the bridge a significant example of its type? No \_\_\_\_\_ Yes X

Between 1840 and the Civil War, under the impetus of a rapidly expanding railroad system, the majority of early American metal truss bridge forms were patented and introduced. In Maryland, the earliest metal truss bridges carried rail lines, which required their great strength and reliability. From the War through the end of the century, metal truss technology was improved, steel began to replace iron, and the use of trusses was expanded to carry roads as well as rail lines.

Numerous metal truss bridges were erected in Baltimore, the original hub of the metal truss in the state, from the 1850s through the 1880s. From Baltimore, the use of the metal truss spread out to other parts of the state, particularly the Piedmont and Appalachian Plateau. Many bridge and iron works were established in the eastern United States to design and fabricate truss members, which were then shipped to sites in Maryland and elsewhere to be erected. More than 15 different bridge companies located in Maryland, Ohio, Pennsylvania, New York, Virginia, and Indiana are known to have shipped metal truss bridges to sites throughout Maryland. Bridges were first fabricated in Maryland, and shipped to sites within the state and beyond, by the companies of seminal bridge designer Wendel Bollman.

Early in the twentieth century, concrete bridges began to compete with metal truss bridges throughout the state at small to moderate crossings. With the development of uniform standards for concrete bridges by the State Roads Commission in the 1910s, the construction of smaller metal truss bridges significantly declined throughout the state. The metal truss still remained the bridge of choice for large crossings, however. In the 1920s, heavier members began to be used at these bridges. Reflecting even heavier load requirements and increased lengths, metal truss bridges erected in the state in the 1930s and 1940s were heavy and solid, rather than light and delicate like their late-nineteenth- and early-twentieth-century predecessors.

Numerous Pratt truss bridges were erected throughout the country between 1844, when the type was patented by Thomas and Caleb Pratt, and the early twentieth century. The Pratt has diagonals extended across one panel in tension and verticals in compression, except for hip verticals immediately adjacent to the inclined end posts of the bridge. The large majority of Maryland's surviving metal truss bridges are Pratts, built as through or pony trusses either riveted or pin-connected.

This bridge was erected during one of the three key periods (1840-1860, 1860-1900, and 1900-1960) of bridge construction in Maryland. Built between about 1907 and 1912, it falls within the period 1900-1960. During this era, metal truss highway bridges became increasingly standardized. Also during this period, smaller and moderate length trusses were gradually replaced by reinforced concrete structures, and the modern metal girder bridge, which could easily be widened, replaced the metal truss bridge at all but the largest approaches and crossings. Built early in the century, it is characterized by relatively delicate members, rather the heavy solid members that characterize its successors.

**Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum?** No ☐ Yes ☒ It retains its integrity of its character-defining elements.

**Is bridge a significant example of work of manufacturer, designer and/or engineer?** No ☐ Yes ☐  
This bridge has been surveyed at least four times, but neither a manufacturer, designer, nor engineer has been identified.

**Should bridge be given further study before significance analysis is made?** No ☒ Yes ☐

It is believed that no further evaluation is necessary to determine the eligibility of this bridge for listing in the National Register. However, additional research, which could be conducted as part of any future National Register nomination prepared for the bridge, might provide further information about its history and environs.

### **BIBLIOGRAPHY:**

Bridge inspection reports and files of the Prince George's County engineer's office.

County survey files of the Maryland Historical Trust.

Hopkins, G.M. *Atlas of Prince George's County*. 1878.

Jackson, Donald H. *Great American Bridges and Dams*. Washington, D.C: The Preservation Press, 1968

P.A.C. Spero & Company. *Historic Bridges in Maryland: Historic Context Report*. Prepared for the Maryland State Highway Administration, September, 1994.

Pennsylvania Historical and Museum Commission and Pennsylvania Department of Transportation. *Historic Highway Bridges in Pennsylvania*. Commonwealth of Pennsylvania, 1986.

State inventory form AA-851 for Anne Arundel County

State inventory form 74B-1 for Prince George's County

**SURVEYOR/SURVEY INFORMATION:**

**Date bridge recorded** 1/95

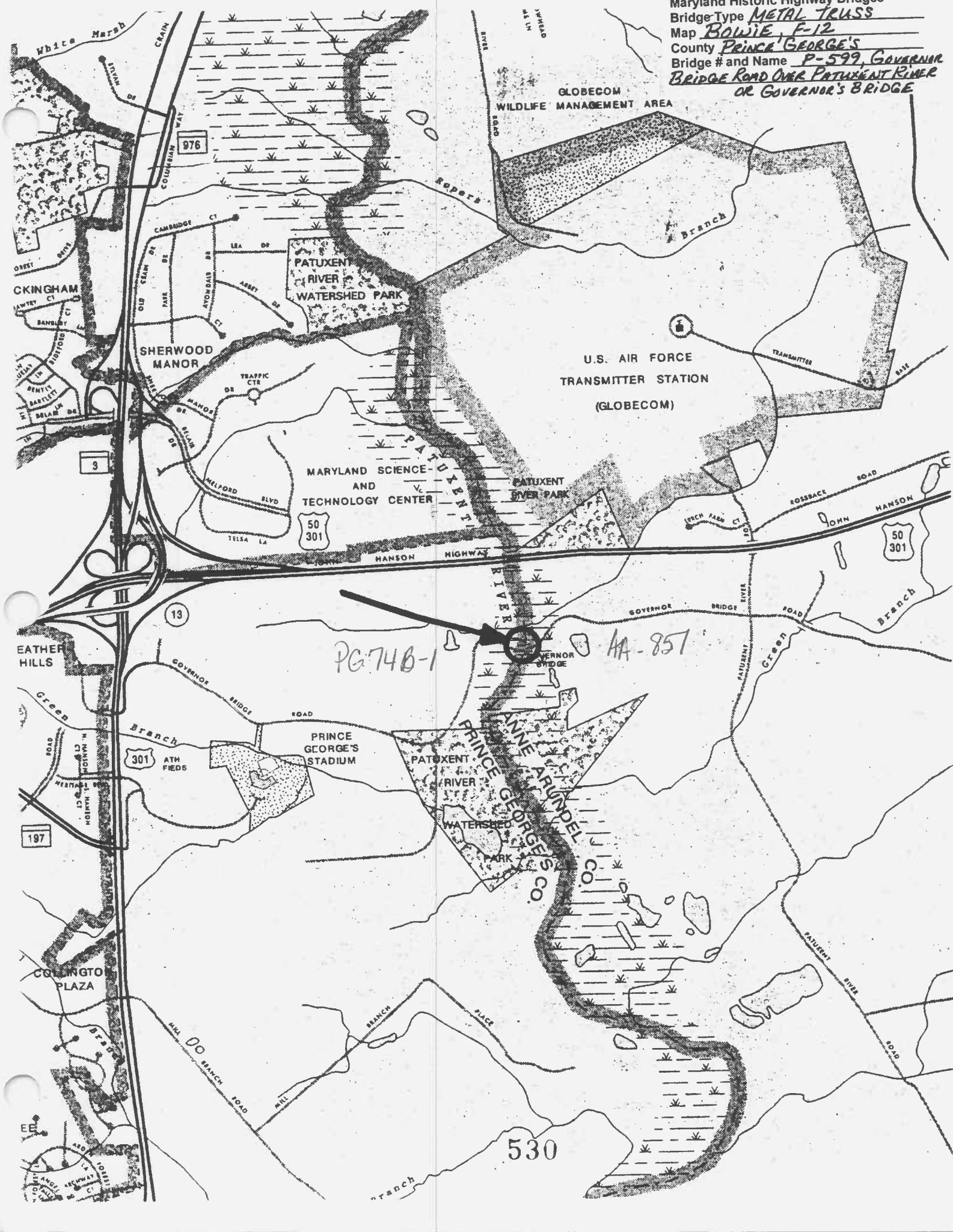
**Name of surveyor** Walter King/Marvin Brown

**Organization/Address** GREINER, INC., 2219 York Road, Suite 200, Timonium, Maryland 21093-3111

**Phone number** 410-561-0100 **FAX number** 410-561-1150

revised by P.A.C. Spero & Company, August 1998

Maryland Historic Highway Bridges  
Bridge Type METAL TRUSS  
Map BOWIE, F-12  
County PRINCE GEORGE'S  
Bridge # and Name P-599, GOVERNOR  
BRIDGE ROAD OVER PATUXENT RIVER  
OR GOVERNOR'S BRIDGE





ROAD  
CLOSED

Inventory # PG74B-1 ; AA-851

0599- GOVERNOR BRIDGE ROAD OVER  
Name PATUXENT RIVER

County/State PRINCE GEORGES COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description WEST APPROACH LOOKING EAST

Number 6 of 24

\*\*\*\*\* 1194 5401501000XJ \*\*\*\*\*







Inventory # PG74B-1 : AA-851

PS99-GOVERNOR BRIDGE ROAD OVER  
Name PATUXENT RIVER

County/State PRINCE GEORGES COUNTY / MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description EAST APPROACH LOOKING WEST

Number 3 of 4

darkroom 073045 4611 N 11112





# Maryland Historical Trust State Historic Sites Inventory Form

Survey No. 74B-1  
PG-  
Magi No. 1701923717  
DOE ☐ yes ☐ no

## 1. Name (indicate preferred name)

historic Governor's Bridge and Patuxent Bridge

and/or common Governor's Bridge

## 2. Location

street & number Governor's Bridge Road & Patuxent River

☐ not for publication

city, town Bowie

☒ vicinity of

congressional district

state Maryland

county

Prince George's

## 3. Classification

### Category

☐ district

☐ building(s)

☒ structure

☐ site

☐ object

### Ownership

☒ public

☐ private

☐ both

### Public Acquisition

☐ in process

☐ being considered

☒ not applicable

### Status

☒ occupied

☐ unoccupied

☐ work in progress

### Accessible

☐ yes: restricted

☒ yes: unrestricted

☐ no

### Present Use

☐ agriculture

☐ commercial

☐ educational

☐ entertainment

☐ government

☐ industrial

☐ military

☐ museum

☐ park

☐ private residence

☐ religious

☐ scientific

☒ transportation

☐ other:

## 4. Owner of Property (give names and mailing addresses of all owners)

name State Roads Commission

street & number

telephone no.:

city, town

state and zip code

## 5. Location of Legal Description

courthouse, registry of deeds, etc.

Prince George's County Courthouse

liber

street & number

folio

city, town

Upper Marlboro,

state

Maryland 20772

## 6. Representation in Existing Historical Surveys

title Maryland-National Capital Park & Planning Comm.

date 1974

☐ federal

☐ state

☒ county

☐ local

depository for survey records

Riversdale, 4811 Riverdale Road

city, town

Riversdale,

state

Maryland 20737

## 7. Description

Survey No. <sup>PG</sup> 746-1

### Condition

☐ excellent  
☐ good  
☐ fair

☐ deteriorated  
☐ ruins  
☐ unexposed

### Check one

☐ unaltered  
☐ altered

### Check one

☐ original site  
☐ moved      date of move \_\_\_\_\_

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The Governor's Bridge carries the Governor's Bridge Road over the Patuxent River, connecting Prince George's and Anne Arundel Counties. It is a steel, single-span, Pratt through truss bridge, measuring approximately 105-1/2 feet in length and 13 feet 7 inches in width. It is supported by two poured concrete abutments and has a wire mesh deck. It was fabricated approximately 75 years ago. The fabricator is unknown.

## 8. Significance

Survey No. 74B-1

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates \_\_\_\_\_ Builder/Architect \_\_\_\_\_

check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D  
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Governor's Bridge is significant for being one of three surviving early truss bridges in the County. This site is also important because it has been used as a crossing of the Patuxent since colonial days. Early maps indicate that a bridge (referred to as the "Patuxent Bridge" in most cases), rather than a ferry, was used to cross the river.<sup>1</sup> The name, "Governor's Bridge," is derived from the use of this crossing by several governors who lived in nearby "Belair."<sup>2</sup>

The other two truss bridges are the late 19th century Queen Anne Bridge which crosses the Patuxent at Queen Anne, and the VanWagner Road Bridge which crosses the B&O Railroad main line near Upper Marlboro. The Queen Anne Bridge is no longer in use for traffic. One other later, c. 1930s, truss bridge is located on Leland Road. Its condition has been determined as unsafe and it will probably be removed. A similar bridge, the McHenry Road Bridge, of the same vintage, was already removed due to poor condition.<sup>3</sup>

### Footnotes

<sup>1</sup> Edward C. Papenfuse and Joseph M. Coale III, Atlas of Historical Maps of Maryland, 1608-1908, Baltimore and London: The Johns Hopkins University Press, 1982.

<sup>2</sup> Michael F. Dwyer, Governor's Bridge Historic Sites Survey Form, 1974.

<sup>3</sup> Interview with Bill Miller, Engineering Department, Prince George's County.

# 9. Major Bibliographical References

Survey No. **HC-74B-1**

See Footnotes

## 10. Geographical Data

Acreage of nominated property \_\_\_\_\_

Quadrangle name \_\_\_\_\_

Quadrangle scale \_\_\_\_\_

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting		Northing			
C	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
E	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
G	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

B	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting		Northing			
D	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
F	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
H	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Verbal boundary description and justification \_\_\_\_\_

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

## 11. Form Prepared By

name/title Donna Ware, Planning Technician

organization Maryland-National Capital Park &amp; Planning Commission

date October 1983

street &amp; number 14741 Governor Oden Bowie Drive, CAB

telephone 952-3520

city or town Upper Marlboro,

state Maryland 20772

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438

PRINCE GEORGE'S COUNTY  
HISTORIC SITE SUMMARY SHEET

1d  
2a, c

Survey # 74B-1

Building Date c. 1905

Building Name Governor's Bridge

Location Governor's Bridge Road and Patuxent River, Bowie, Md.

Open to Public: ☒ Yes ☐ No      Occupied: ☒ Yes ☐ No      Use Trans.

The Governor's Bridge carries the Governor's Bridge Road over the Patuxent River, connecting Prince George's and Anne Arundel Counties. It is a steel, single-span, Pratt through truss bridge, measuring approximately 105-1/2 feet in length and 13 feet 7 inches in width. It is supported by two poured concrete abutments and has a wire mesh deck. It was fabricated approximately 75 years ago. The fabricator is unknown.

The Governor's Bridge is significant for being one of three surviving early truss bridges in the County. This site is also important because it has been used as a crossing of the Patuxent since colonial days. Early maps indicate that a bridge (referred to as the "Patuxent Bridge" in most cases), rather than a ferry, was used to cross the river. The name, "Governor's Bridge," is derived from the use of this crossing by several governors who lived in nearby "Belair."

public/trans./occ./fair

## MARYLAND HISTORICAL TRUST

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

Governor's Bridge

AND/OR COMMON

**2 LOCATION**

STREET &amp; NUMBER

Governor's Bridge Rd. &amp; Patuxent River

CITY, TOWN

Bowie

VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland

COUNTY

Prince George's

**3 CLASSIFICATION**

## CATEGORY

☐ DISTRICT☒ BUILDING(S)☒ STRUCTURE☐ SITE☐ OBJECT

## OWNERSHIP

☒ PUBLIC☐ PRIVATE☐ BOTH

## PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

## STATUS

☐ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS☒ ACCESSIBLE☒ YES RESTRICTED☐ YES UNRESTRICTED☐ NO

## PRESENT USE

☐ AGRICULTURE☐ MUSEUM☐ COMMERCIAL☐ PARK☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☐ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☒ TRANSPORTATION☐ MILITARY☐ OTHER**4 OWNER OF PROPERTY**

NAME

State Roads Commission?

Telephone #:

STREET &amp; NUMBER

CITY, TOWN

VICINITY OF

STATE, zip code

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Prince George's County Courthouse

Liber #:

Folio #:

STREET &amp; NUMBER

CITY, TOWN

Upper Marlboro

STATE

Maryland

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

 DESCRIPTION

## CONDITION

☒ EXCELLENT  
☐ GOOD  
☐ FAIR

☐ DETERIORATED  
☐ RUINS  
☐ UNEXPOSED

## CHECK ONE

☐ UNALTERED  
☐ ALTERED

## CHECK ONE

☒ ORIGINAL SITE  
☐ MOVED DATE \_\_\_\_\_

---

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This is an old Patuxent River crossing, that dates from Colonial times. The present span over the river is a rare, early-20th Century, steel truss bridge.

**8 SIGNIFICANCE**

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

This was one of the most heavily-travelled Patuxent River crossings since Colonial times. The name reportedly comes from the usage made by several governors of Maryland, who lived at nearby "Belair". This was the old road to Annapolis, the state's capital, that has since been replaced by Rte. 50.

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

Michael F. Dwyer, Senior Park Historian

ORGANIZATION

M-NCPPC

DATE

9/27/74

STREET &amp; NUMBER

8787 Georgia Ave.

TELEPHONE

589-1480

CITY OR TOWN

Silver Spring

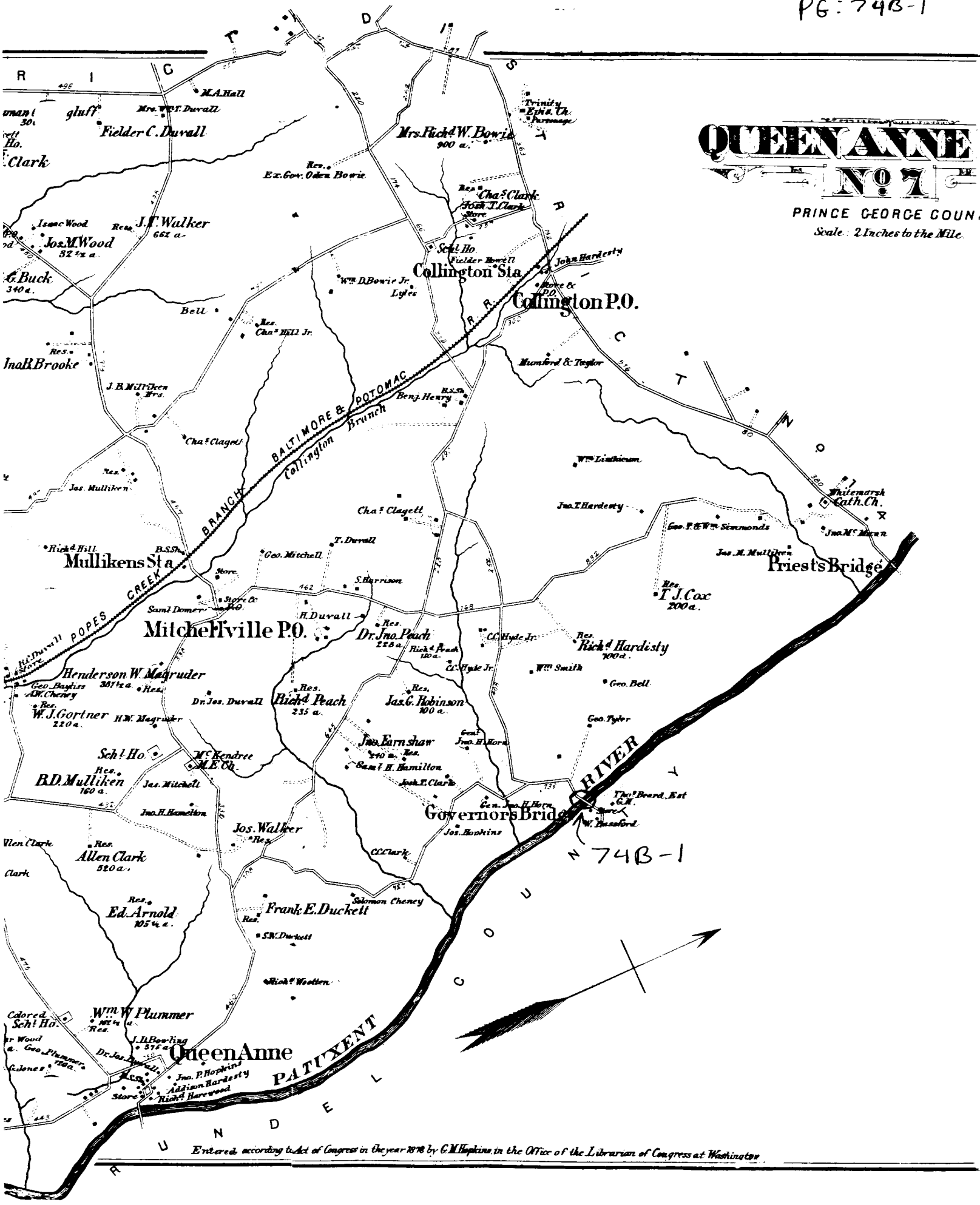
STATE

Maryland

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The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438



# QUEEN ANNE NO. 7

PRINCE GEORGE COUN.  
Scale: 2 Inches to the Mile



BOWIE E

Governor's Bridge

PG. 74B-1



P.G. #74B-1

Governor's Bridge

Prince George's County, MD

Susan G. Pearl

July 1984

Northeast approach

Neg: Md. Hist. Trust, Annapolis, MD



P.G. #74B-1

Governor's Bridge

Prince George's County, MD

Susan G. Pearl

July 1984

View from Southwest

Neg: Md. Hist. Trust, Annapolis, MD



NAME GOVERNOR'S BRIDGE

PG: 74B-1

LOCATION " " Rd At PATUXENT RIVER BOWIE,  
FACADE LOOKING E Md.

PHOTO TAKEN 9/27/74 M DWYER